

Maryland Historical Trust

Maryland Inventory of Historic Properties number: AL-I-B-082

Name: #1037/SCENIC US40 OVER SNIB RUN.

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. AL-I-B-082

SHA Bridge No. 1037 Bridge name Scenic U.S. 40 over Snib Run

LOCATION:

Street/Road name and number [facility carried] Scenic U.S. 40 (The National Pike)

City/town Piney Grove Vicinity X

County Allegany

This bridge projects over: Road Railway Water X Land

Ownership: State X County Municipal Other

HISTORIC STATUS:

Is the bridge located within a designated historic district? Yes No X

National Register-listed district National Register-determined-eligible district

Locally-designated district Other

Name of district

BRIDGE TYPE:

Timber Bridge :

Beam Bridge Truss -Covered Trestle Timber-And-Concrete

Stone Arch Bridge

Metal Truss Bridge

Movable Bridge :

Swing

Bascule Single Leaf

Bascule Multiple Leaf

Vertical Lift

Retractable

Pontoon

Metal Girder :

Rolled Girder

Rolled Girder Concrete Encased

Plate Girder

Plate Girder Concrete Encased

Metal Suspension

Metal Arch

Metal Cantilever

Concrete X:

Concrete Arch Concrete Slab X Concrete Beam Rigid Frame

Other Type Name

DESCRIPTION:

Setting: Urban _____ Small town _____ Rural X

Describe Setting:

Bridge No. 1037 carries Scenic U.S. 40 (The National Pike) over Snib Run in Allegany County. Scenic U.S. 40 runs east-west and Snib Run flows north-south. The bridge is located in the vicinity of Piney Grove, and is surrounded by single family dwellings and wooded mountains.

Describe Superstructure and Substructure:

Bridge No. 1037 is a 2-span, 2-lane, concrete slab bridge. The bridge was originally built in 1916, and the original concrete parapets have been removed, however, it is not known when this alteration occurred. The structure is 30 feet, 7 inches long and has a clear roadway width of 22 feet; there are no sidewalks. The out-to-out width is 24 feet, 5 inches. The concrete slab is 1 foot, 10 inches thick, and it has a bituminous wearing surface. The structure has steel guard rails and the roadway approaches have steel guard rails and no shoulders. The substructure consists of a stone masonry abutment on the west, a rubble abutment on the east, and an intermediate concrete pier at mid-length. There are u-shaped concrete wing walls on the north. There is no wing wall on the southwest, and the southeast wing wall is rubble. The bridge is not posted, and has a sufficiency rating of 6.

According to the 1996 inspection report, this structure was in fair condition with cracks, scaling and spalling. The asphalt wearing surface is in good condition. The concrete is scaling and is severely spalled at the top of the concrete slab and at the bottom of the pier. The stone masonry abutment has areas of missing stones and mortar.

Discuss Major Alterations:

The original concrete parapets have been removed and replaced with steel guard rails, however, it is not known when this occurred.

HISTORY:

WHEN was the bridge built: 1916

This date is: Actual X Estimated _____

Source of date: Plaque _____ Design plans _____ County bridge files/inspection form _____

Other (specify): State bridge files/inspection form

WHY was the bridge built?

Scenic U.S. 40 between Hancock and Cumberland was originally chartered in 1792 by Maryland as a turnpike from Frederick to Cumberland; it was a segment of the Baltimore-Cumberland Turnpike. The road, eventually known as the National Pike (as distinct from the National Road), was financed by various Maryland banks, and construction began in 1816. The road was completed to Cumberland and the National Road by 1823. The turnpike ceased operations in 1889, when a storm wrecked bridges on the road, and the bridges were not rebuilt. The road had fallen into disrepair by the early twentieth century, when the "Good Roads" Act of 1916 provided federal funding for road improvements. The National Pike was designated U.S. 40 in the mid-1920s. This bridge was built in 1916, most likely as part of the road improvements for the old National Pike.

WHO was the designer?

Unknown

WHO was the builder?

Unknown

WHY was the bridge altered?

The bridge was altered to correct functional or structural deficiencies.

Was this bridge built as part of an organized bridge-building campaign?

There is no evidence that the bridge was built as part of an organized bridge building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events _____ **B- Person** _____
C- Engineering/architectural character _____

The bridge does not have National Register significance.

Was the bridge constructed in response to significant events in Maryland or local history?

Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-1904 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920-1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic, with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of \$3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund (with an equal sum from the counties) the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had been inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930's. Most improvements to local roads waited until the years after World War I.

In the early years, there was a need to replace the numerous single lane timber bridges. Walter Wilson Crosby, Chief Engineer, stated in 1906, "the general plan has been to replace these [wood bridges] with pipe culverts or concrete bridges and thus forever do away with the further expense of the maintenance of expensive and dangerous wooden structures." Within a few years, readily constructed standardized bridges of concrete were being built throughout the state.

In 1930, the roadway width for all standard plan bridges was increased to 27 feet in order to accommodate the increasing demands of automobile and truck traffic (State Roads Commission 1930). The range of span lengths remained the same, but there were some changes designed to increase the load bearing capacities. The reinforcing bars increased in thickness. Visually, the 1930 design can be distinguished from its predecessors by the pierced concrete railing that was introduced at this time.

In 1933, a new set of standard plans were introduced by the State Roads Commission. This time their preparation was not announced in the Report; new standard plans were by this time nothing special - they had indeed become standard. Once again accommodating the ever-increasing demands of traffic, the roadway was increased, this time to 30 feet. The slab span's reinforcing bars remained the same diameter but were placed closer together to achieve still more load capacity.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?

The bridge is located in an area which does not appear to be eligible for historic designation.

Is the bridge a significant example of its type?

A significant example of a concrete slab bridge should possess character-defining elements of its type, and be readily recognizable as an historic structure from the perspective of the traveler. The integrity of distinctive features visible from the roadway approach, including parapet walls or railings, is important in structures which are common examples of their type. In addition, the structure must be in excellent condition. This bridge, which is lacking such features as the original concrete parapet, is an undistinguished example of a concrete slab bridge.

Does the bridge retain integrity of important elements described in Context Addendum?

This bridge was altered at an unknown date, and the original parapets were removed at that time, which resulted in the loss of a character-defining elements of the bridge.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?

This bridge is not a significant example of the work of a manufacturer, designer, and/or engineer.

Should the bridge be given further study before an evaluation of its significance is made?

No further study of this bridge is required to evaluate its significance.

BIBLIOGRAPHY:

County inspection/bridge files _____ SHA inspection/bridge files X
 Other (list):

Ketchum, Milo S.

1908 *The Design of Highway Bridges and the Calculation of Stresses in Bridge Trusses.* The Engineering News Publishing Co., New York.

1920 *The Design of Highway Bridges of Steel, Timber and Concrete.* Second edition. McGraw-Hill Book Company, New York.

Lay, Maxwell Gordon

1992 *Ways of the World: A History of the World's Roads and of the Vehicles That Used Them.* Rutgers University Press, New Brunswick, New Jersey.

Maryland State Roads Commission

1930a *Report of the State Roads Commission for the Years 1927, 1928, 1929 and 1930.* State of Maryland, State Roads Commission, Baltimore.

1930b *Standard Plans.* State of Maryland, State Roads Commission, Baltimore.

1958 *A History of Road Building in Maryland.* Published by the author, Baltimore.

Raitz, Karl. ed.

1996 *The National Road.* The Johns Hopkins University Press, Baltimore and London.

Taylor, Frederick W., Sanford E. Thompson, and Edward Smulski

1939 *Reinforced-Concrete Bridges with Formulas Applicable to Structural Steel and Concrete.* John Wiley & Sons, Inc., New York.

Tyrrell, H. Grattan

1909 *Concrete Bridges and Culverts for Both Railroads and Highways.* The Myron C. Clark Publishing Company, Chicago and New York.

SURVEYOR:

Date bridge recorded 3/5/97

Name of surveyor Caroline Hall/Ryan McKay

Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204

Phone number (410) 296-1685 FAX number (410) 296-1670

BRIDGE TYPE Concrete Slab

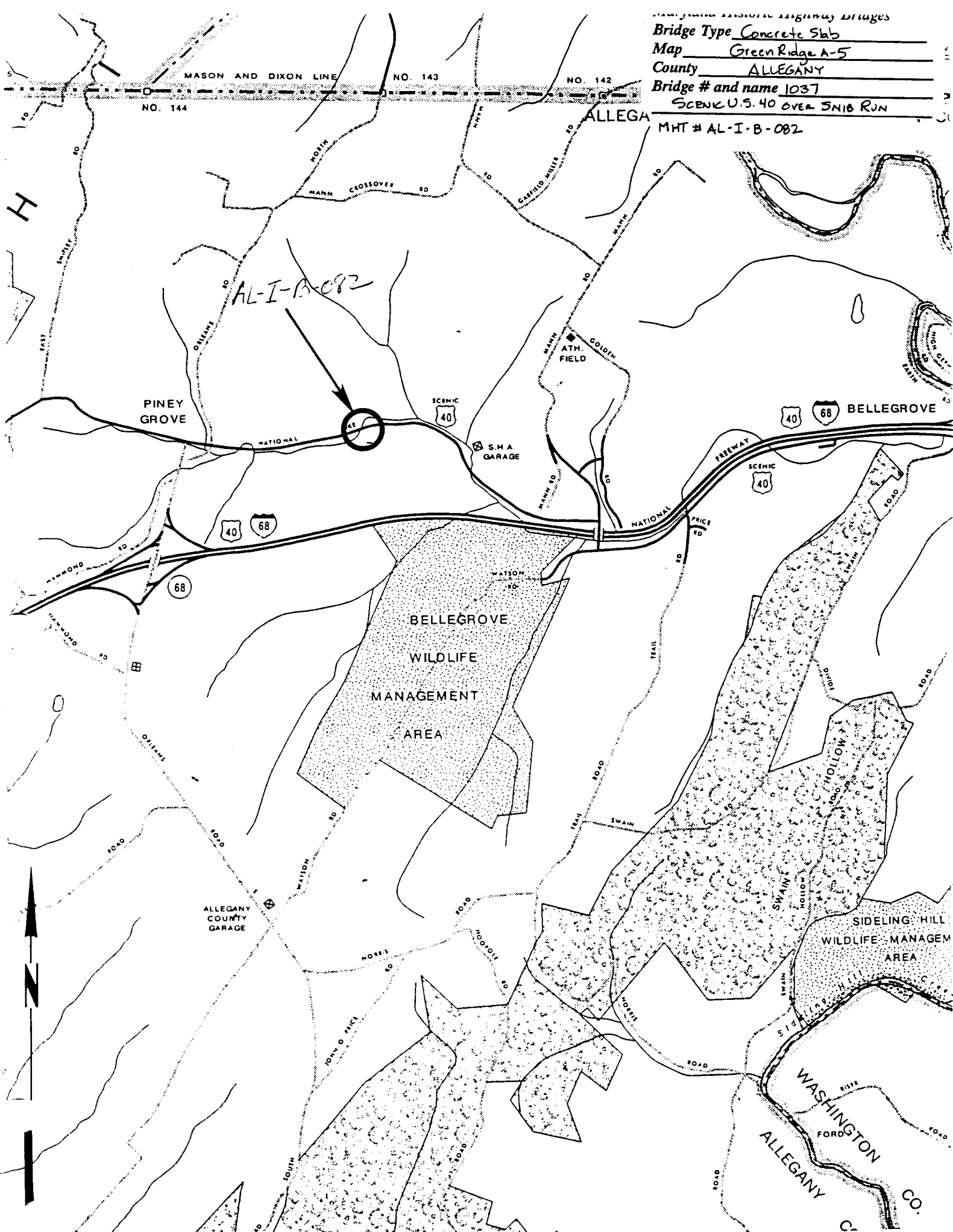
Map Green Ridge A-5

County ALLEGANY

Bridge # and name 1037

SCENIC U.S. 40 OVER SNIB RUN

MHT # AL-I-B-082





1. AL-1-B-032
- 2 US 405 B over Snib Run/1037
- 3 Allegany Co, MD
- 4 Ryan McKay
- 5 3/97
- 6 MD SHPO
- 7 Downstream elevation
- 8: 1 of 4



- 1 AL-I-B-002
- 2 US 405B over Snib Run/1037
- 3 Allegany Co, MD
- 4 Ryan McKay
- 5 3/97
- 6 MD SHPO
- 7 Upstream elevation
- 8 2 of 2



1. AL-I-B-082
- 2 US 405 B over Sn.b Run/1037
3. Allegany Co, MD
4. Ryan McKay
5. 3/97
6. MD SHPO
- 7 East Approach
- 8 3 of 4



1. L-I.B-092
- 2 US 405B over Sn.b Run/1037
3. Allegany Co. MD
- 4 Ryan McKay
- 5 3/97
6. MD SHPO
7. Detail of concrete pier
- 8 4 of 4